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NOISE SOURCE REGULATION IN STATE AND LOCAL NOISE ORDINANCES

ENVIRONMENTAL PROTECTION AGENCY

FEBRUARY 1975

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FEBRUARY 1975

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NOISE SOURCE REGULATION
IN STATE AND LOCAL NOISE ORDINANCES

FEBRUARY 1975

PREPARED BY

THE U.S. ENVIRONMENTAL PROTECTION AGENCY
OFFICE OF NOISE ABATEMENT AND CONTROL

This document has been approved for general availability. It does not constitute a standard, specification, or regulation.

INTRODUCTION

This document updates NTID 73.1, entitled "NOISE SOURCE REGULATION IN STATE AND LOCAL ORDINANCES," March 1, 1973. It has been prepared as a planning and reference guide for public administrators and other officials engaged in the development and implementation of environmental noise control programs.

Presented herein is a summary of noise source regulations encompassed in current state laws and local ordinances. Data has been extracted from only those laws and ordinances stipulating specific decibel levels. For further information on measurement procedures, enforcement, fines, etc., the reader should refer to the specific law or ordinance.

The state ordinances summarized in this report are arranged under the following topics:

- Motor Vehicles
- Recreational Vehicles
- Land Use Regulations
- General Noise Regulations

Details of the acoustic criteria are also presented.

The local ordinances are arranged under the following topics:

- Motor Vehicles
- Recreational Vehicles
- Intrusive Noise Sources
- Stationary Source Limits

- Construction Noise

- Miscellaneous Noise Regulations

Because of the many variations among local jurisdiction regulations, no attempt has been made to list the specific noise level requirements for recreational vehicles, construction equipment, or land use.

Since new ordinances are continually being enacted, this publication will be updated at appropriate intervals.

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NOISE REGULATION

AT THE

STATE LEVEL

MOTOR VEHICLES

Table 1 summarizes the states that have acoustical criteria for motor vehicle operation and for the sale of new vehicles. It should be noted that Federal regulations pertaining to interstate motor carriers over 10,000 lbs. GVWR/GCWR will become effective October 15, 1975. The Federal regulation will take precedence over existing state and local regulations, and any subsequent state and local regulation must be the same as the Federal regulation. Detailed noise level data are contained in Table 2. Note that all numerical listings refer to dBA level at 50 feet from the vehicle.

Table 1

MOTOR VEHICLES

State	Vehicle Operation			Sale of New Vehicles
	Posted Speed	Level Street Test	Stationary Test	
California	X	X		X
Colorado	X			X
Connecticut	X	X		
Indiana	X			
Idaho	X		X	X
Minnesota	X			X
Nebraska	X			X
New York	X		X	X
Nevada	X			X
Oregon	X		X	X
Pennsylvania	X			X

Table 2

STATE NOISE REGULATIONS
MOTOR VEHICLES FOR STREET AND HIGHWAY USE

(All levels in dBA measured at 50 feet unless noted otherwise)

State \ Criteria	Vehicle Wt. Class/Type	Operation at Posted Speeds				New Sales	
		Effective Date	Under 35 mph	Over 35 mph	Other	Date Mfg.	Max. Level
1. Federal	Interstate Only >10,000 lbs GVWR	10-15-75	86	90	ST 88	N/A	N/A
2. California	GVWR over 6000 lbs	1-1-73	86	90	LS 82	A 1967	88
						A 1972	86
						A 1974	83
						A 1977	80
						A 1987	70
	Motorcycle	N/S	82	86	LS 77	B 1970	92
						A 1969	88
						A 1972	86
						A 1974	80
						A 1977	75
						A 1987	70
	Other Vehicles & Combination of Vehicles	N/S	76	82	LS 74	A 1967	86
						A 1972	84
						A 1974	80
						A 1977	75
						A 1987	70
3. Colorado	GVWR over 8000 lbs	B1-1-75	84	86	N/S	A1-1-73	86
		A1-1-75	80	82	N/S	A1-1-74	83
						A1-1-75	80
	Motorcycle	B1-1-75	80	82	N/A	A7-1-71	88
		A1-1-75	74	80	N/A	A1-1-73	86
						A1-1-74	83
						A1-1-75	80
	Other Vehicles & Combination of Vehicles	N/S	74	80	N/S	A1-1-68	86
						A1-1-74	83
						A1-1-75	80

B – Before
A – After
LS – Level Street
N/S – Not Specified
N/A – Not Applicable
ST – Stationary Test

Table 2 (Cont.)

STATE NOISE REGULATIONS
MOTOR VEHICLES FOR STREET AND HIGHWAY USE

(All levels in dBA measured at 50 feet unless noted otherwise)

State \ Criteria	Vehicle Wt. Class/Type	Operation at Posted Speeds				New Sales	
		Effective Date	Under 35 mph	Over 35 mph	Other	Date Mfg.	Max. Level
4. Connecticut	GVWR of 6000 lbs or more	B1-1-75 A1-1-75	86 84	90 88	LS 82 LS 82	N/S N/S	
	Motorcycle	B1-1-75 A1-1-75	82 80	86 84	LS 77 LS 77	N/S N/S	
	Other Vehicles & Combination of Vehicles	N/S	76	82	LS 74	N/S	
5. Indiana	GVWR of 7000 lbs or more	N/S	88	90		N/S	
	Motorcycles	N/S	82	86		N/S	
	All other vehicles	N/S	76	82		N/S	
6. Idaho	All Vehicles		92@20	92@20	92@20		
7. Minnesota	GVWR of 6000 lbs or more	B1-1-75 A1-1-75	88 86	90 90		A1-1-72 A1-1-75	88 86
	Motorcycle	B1-1-75 A1-1-75	88 86	90 90		B1-1-72 A1-1-72 A1-1-73	92 88 86
	Other Vehicles and Combination of Vehicles	N/S	82	86		A1-1-72 B1-1-75 A1-1-75	86 86 84
8. Nebraska	GVWR of 10,000 lbs or more	B1-1-75 A1-1-75	88 86	90 90		A1-1-72 A1-1-73 A1-1-75 A1-1-80	88 86 84 80
9. New York	All Motor Vehicles		88	88	ST 88		

B – Before
A – After
LS – Level Street
N/S – Not Specified
N/A – Not Applicable
ST – Stationary Test

Table 2 (Cont.)

STATE NOISE REGULATIONS
MOTOR VEHICLES FOR STREET AND HIGHWAY USE

(All levels in dBA measured at 50 feet unless noted otherwise)

State \ Criteria	Vehicle Wt. Class/Type	Operation at Posted Speeds				New Sales	
		Effective Date	Under 35 mph	Over 35 mph	Other	Date Mfg.	Max. Level
10. Nevada	GVWR >6000 lbs. and/ or towed vehicle	B1-1-73	88	90		A1-1-72	88
		A1-1-73	86	90		A1-1-73	86
	Any Motorcycle		82	86		A1-1-72	88
						A1-1-73	86
	Any other vehicle and/ or towed vehicle		76	82		A1-1-72	86
						A1-1-73	84
11. Oregon	Truck/Bus	B 1976	86	90	ST 94	1975	86
		B 1978	85	87	ST 91	A 1976	83
		A 1978	82	84	ST 88	A 1978	80
	Motorcycle	B 1975	84	88	ST 94	1975	86
		1975	81	85	ST 91	A 1976	83
		B 1978	78	82	ST 88	A 1978	80
		A 1978	73	77	ST 83		
	Automobiles, light trucks, all other vehicles	B 1976	81	85	ST 92	1975	83
		B 1978	78	82	ST 88	A 1976	80
		A 1978	73	77	ST 83	A 1978	75
12. Pennsylvania	GVWR >7000 lbs. and/ or towed vehicle		90	92		A1-1-73	90
	Motorcycle		90	92		A1-1-73	90
	Any other vehicle and/ or towed vehicle		82	86		A1-1-73	84

B – Before
A – After
LS – Level Street
N/S – Not Specified
N/A – Not Applicable
ST – Stationary Test

RECREATIONAL VEHICLES

Table 3 summarizes those states that have acoustic requirements for the operation and sale of recreational vehicles, including snowmobiles. Table 4 lists detailed noise criteria with respect to operation and new sales.

Table 3

SUMMARY OF STATES WITH RECREATIONAL VEHICLE NOISE REGULATIONS

State	Snowmobiles		Other Recreational Vehicles	
	Operation	Sale	Operation	Sale
California		X		X
Colorado		X		X
Connecticut	X		X	
Iowa	X	X		
Maine		X		
Massachusetts	X	X	X	X
Michigan	X	X		
New Hampshire	X		X	
Oregon	X		X	
Vermont	X			
Wisconsin		X		

Table 4

STATE RECREATIONAL AND OFF-ROAD VEHICLE NOISE REGULATIONS

(All levels in dBA measured at 50 feet unless noted otherwise)

Criteria / State	Vehicle Type	Operation		New Sales		Comments
		Effective Date	Maximum Level	Mfg. Date	Maximum Level	
1. Federal		None	None	None	None	
2. California	Snowmobile	A 1972	82	N/S	N/S	
	Off-Road Self Prop.	N/S	N/S	A 1-1-72 A 1-1-73 A 1-1-75	92 88 86	
3. Colorado	Off-Road Self Prop.	N/S	86* 82**	A 1-1-71 A 1-1-73 A 1-1-74 A 1-1-75	86 84 79 74	* Over 35 mph **Under 35 mph
4. Connecticut	Snowmobiles	B 1-1-75 A 1-1-75	82 73			Test procedures - SAE Recommended Practice J192 "Exterior Sound Level for Snowmobiles"
	Off-Road Self Prop.	B 1-1-75 A 1-1-75	80 73			
5. Iowa	Snowmobiles	N/S	86	A 7-1-73	82	Test procedure - Rules to be adopted by Commission
6. Maine	Snowmobile			A 10-1-73 A 2-1-75	82 78	Test procedure - SAE Recommended Practice J192
7. Massachusetts	Snowmobile	N/S	73	N/S	73	Test procedure - ISIA (Jan 69) "Procedure for Sound Level Measurements of Snowmobiles" or other standard for measurement as registrar of motor vehicles adopts
	Off-Road Self Prop.	N/S	73	N/S	73	

N/S – Not Specified; B – Before
N/A – Not Applicable; A – After

Table 4 (Cont.)

STATE RECREATIONAL AND OFF-ROAD VEHICLE NOISE REGULATIONS

(All levels in dBA measured at 50 feet unless noted otherwise)

Criteria / State	Vehicle Type	Operation		New Sales		Comments
		Effective Date	Maximum Level	Mfg. Date	Maximum Level	
8. Michigan	Snowmobiles	N/S	82	A 2-1-72	82	Test procedure - SAE Practice J192
9. New Hampshire	Off-Road Self Prop.	A 7-1-73 A 7-1-78 A 7-1-83	82 73 70			Test procedure - ISIA (Jan 69) "Sound Level Measurements of Snowmobiles" or other standard of measurement as adopted by commissioner
10. Oregon	Snowmobile			1975 1976-1978 A 1978	82 78 75	
	Off-Road Self Prop.	B 1975 1976 1976-1978 A 1978	94*/88** 91/85 88/82 83/77			* stationary at 25 feet **moving at 50 feet
11. Vermont	Snowmobiles	9-1-72 9-1-73	82 to be estab.			No test procedure given
12. Wisconsin	Snowmobiles			A 7-1-72 A 7-1-75	82 78	Test procedure - SAE J192

N/S – Not Specified; B – Before
A – After

LAND USE REGULATIONS

At this writing there are only five states that have land use noise regulations in effect. However, 21 states have passed appropriate legislation to enable the development of regulations. Table 5 summarizes the ambient noise criteria of existing state regulations.

Table 5

STATE LAND USE NOISE REGULATIONS

(All levels in dBA unless noted otherwise)

Criteria / State	Land Usage	Effective Date	Maximum Continuous Noise L_d	Maximum Continuous Noise L_n	Max. Noise Level L max	Max. Impulse Noise	Comment
1. California	Large Airports	B 1-1-76			80		Existing
		A 1-1-76			75		Existing
		A 1-1-81			70		Existing
		A 1-1-86			65		Existing
	Small Airports	B 1-1-76			70		Existing
		A 1-1-76			65		Existing
	New Airports				65 CNEL		
2. Colorado			7am/7pm	7pm/7am			
	Residential	N/S	55	50			Exempts A/C
			L_{25} 65	N/A			Exempts A/C
	Commercial	N/S	60	55			Exempts A/C
			L_{25} 70	N/A			Exempts A/C
	Light Indust.	N/S	70	65			Exempts A/C
			L_{25} 80	N/A			Exempts A/C
	Industrial	N/S	80	75			Includes railroad right-of-ways.
			L_{25} 90	N/A			
3. Illinois			7am/10pm	10pm/7am		7am/10pm 10pm/7am	
	Class A (Resident)	8-9-73	*55	*45		50 45	From Class A
			*55	*45		50	From Class B
			*61	*51		57	From Class C
	Class B (Commercial)	8-9-73	*55	N/S		50 45	From Class A
			*61	N/S		57	From Class B
			*66	N/S		57	From Class C

A/C – Aircraft; RR – Railroad; N/A – Not Applicable;
A/P – Airports; N/S – Not Specified; A – After; B – Before

*Estimated from Octave Band SPL (dB) data

Table 5 (Cont.)

STATE LAND USE NOISE REGULATIONS

(All levels in dBA unless noted otherwise)

Criteria / State	Land Usage	Effective Date	Maximum Continuous Noise		Max. Noise Level	Max. Impluse Noise		Comment
			L_d	L_n	L max			
3. Illinois (Cont.)			7am/10pm	10pm/7am		7am / 10pm	10pm / 7am	
	Class C (Industrial)	8-9-73	*61	N/S		56	46	From Class A
			*61	N/S		61		From Class B
			*70	N/S		65		From Class C
4. New Jersey*	Residential	1-18-74	7am/10pm 65	10pm/7am 55		80		Also Octave Band Levels
	Commercial	1-1-76		50	65	80		Also Octave Band Levels
5. Oregon	All Private Property		7am/10pm 60	10pm/7am 55				Includes operation of all motor vehicles.

A/C – Aircraft; RP – Railroad;
A/P – Airports; N/S – Not Specified; A – After; B – Before

*Estimated from Octave Band SPL (dB) data

GENERAL NOISE REGULATIONS

States with acoustical criteria for a variety of circumstances are listed below.

California – Regulation of Sirens

Sirens shall meet the following sound level output at 100 feet.

	Class A Siren	Class B Siren
On the Axis	100 dBA	90 dBA
45 degrees from the Axis	95 dBA	85 dBA

Class A sirens shall be mounted outside, behind the grille, or under the hood.

Class B sirens shall be mounted outside or between the grille and the radiator with the horn opening facing forward, parallel to the road and vehicle centerline.

Missouri

The use by the license of any public speaking system, transmitter, sound device, or any other type of device, mechanical or electric, to emit and direct music, spoken words, sounds, or noise of any kind, either from the inside or outside of the permitted premises to the sidewalks, streets, or areas joining the licensed premises in excess of 85 dBC measured at the point of emission from the instrument emanating the sound is prohibited; provided further, that all sound of whatever nature hereinabove mentioned shall not be in excess of 75 dBC measured at a distance of 40 feet from the instrument emanating such sound.

Oregon – Standard for Wilderness Areas

No person engaged in an activity other than emergency or recreational within a wilderness area shall cause, suffer, allow or permit the emission of noise from any source or sources which noise causes the maximum ambient sound pressure level to exceed 50 dBA at any point at least 50 feet from any source.

Subject to permit requirements, the Department may permit . . . from any source or sources causing the maximum ambient sound pressure level to exceed 50 dBA at any point 50 feet from any source, but not to exceed 75 dBA at such distance.

NOISE REGULATION AT THE LOCAL LEVEL

INTRODUCTION

The following data summarize existing noise control regulations of local jurisdictions. Tables 6 and 7 address noise regulations for self-propelled motor vehicles registered for operation on streets and highways. Table 8 lists those local jurisdictions having explicit regulations governing the operation of snowmobiles and other off-road recreational vehicles. Table 9 summarizes those communities having intrusive noise regulations and identifies major sources and the respective limits placed upon them.

There are currently in excess of 54 local jurisdictions with existing land-use noise regulations and approximately 100 more that have enabling legislation permitting the development of noise regulations. Because of the large number of communities, detailed listings of acoustic criteria regarding zoning are not provided here. However, Table 10 presents a summary of those communities with existing land-use noise regulations along with their principal noise descriptors. Specific regulations should be consulted for detailed information.

Table 11 lists those local communities with noise regulations governing construction equipment and on-site activities. Again, the reader is directed to specific regulations for detailed acoustic criteria.

Finally, there is a summary of miscellaneous noise regulations that cannot be readily classified in the preceding tables.

It should be noted that the following local jurisdictions' noise regulations may be subject to preemption by either Federal or state regulations, or by both.

Table 6

SUMMARY OF LOCAL JURISDICTIONS WITH MOTOR VEHICLE NOISE REGULATIONS

Community	Vehicle Operation	Sale of New Vehicles
Anchorage, Alaska	X	X
Birmingham, Michigan	X	
Boston, Massachusetts		X
Boulder, Colorado	X	
Broward Co., Florida	X	
Chicago, Illinois	X	X
Colorado Springs, Colorado	X	
Cook Co., Illinois	X	X
Honolulu, Hawaii	X	
Kalamazoo, Michigan	X	
Kansas City, Missouri		X
Grand Rapids, Michigan	X	X
Lakewood, Colorado	X	
Lincoln, Nebraska	X	
Marengo, Illinois	X	
Minneapolis, Minnesota	X	
New York, New York	X	
Rockford, Illinois	X	X
Salt Lake City, Utah	X	X

Table 7

LOCAL JURISDICTION NOISE REGULATIONS FOR SELF PROPELLED MOTOR VEHICLES

• (All levels in dBA measured at 50 ft. unless noted otherwise)

Jurisdiction	Vehicle Type/Wt.	Effective Date	Operation <35 mph	Operation >35 mph	Other	New Sales Date Mfg.	New Sales Max. Level
1. Alaska, Anchorage	All				8 am/8 pm 85 8 pm/8 am 70	5-19-74	85
2. Colorado, Colorado Springs and Lakewood	GVWR <10,000 lbs. >10,000 lbs				 80 @ <45 mph 88 @ <45 mph		
3. Florida, Broward County	GVWR >8000 lbs	 A1-1-78	94 88	96 90			
	Motorcycle	 A1-1-78	88 82	92 86			
	Other	 A1-1-78	82 76	88 82			
4. Hawaii, Honolulu Island of Oahu	GVWR >6000 lbs	A1-1-74	D 84 E 84 N 73	84	Truck Routes 88		
		A1-1-77	D 75 E 67 N 65	75			
	GVWR <6000 lbs	B1-1-77	69 @ <25 71 @ 30 73 @ 35	75 @ 40 79 @ 50 83 @ >60	levels specified at 5 mph increments		
	GVWR <6000 lbs	A1-1-77	61 @ <25 63 @ 30 65 @ 35	67 @ 40 71 @ 50 75 @ >60			

D – Day; E – Evening; N – Night; A – After; B – Before

Table 7 (Cont.)

LOCAL JURISDICTION NOISE REGULATIONS FOR SELF PROPELLED MOTQR VEHICLES

(All levels in dBA measured at 50 ft. unless noted otherwise)

Jurisdiction	Vehicle Type Wt.	Effective Date	Operation			New Sales	
			<35 mph	>35 mph	Other	Date Mfg.	Max. Level
5. Illinois,							
a) Chicago	GVWR	B1-1-73	88	90		A1-1-68	88
	>8000 lbs	A1-1-73	86	90		A1-1-73	86
						A1-1-75	84
						A1-1-80	75
	Motorcycles	B1-1-78	82	86		A1-1-70	88
		A1-1-78	78	82		A1-1-73	86
						A1-1-75	84
						A1-1-80	75
	Other Vehicles	A1-1-70	76	82		A1-1-73	84
	& Combination	A1-1-78	70	79		A1-1-75	80
						A1-1-80	75
b) Cook County	GVWR	B1-1-73	88	90		B1-1-73	88
	>8000 lbs	A1-1-73	86	90		A1-1-73	86
						A1-1-75	84
						A1-1-80	75
	Motorcycles	B1-1-78	82	86		B1-1-73	88
		A1-1-78	78	82		A1-1-73	86
						A1-1-75	84
						A1-1-80	75
	Other Vehicles	A1-1-73	76	82		B1-1-73	86
	& Combination	A1-1-78	70	79		A1-1-73	84
						A1-1-75	80
						A1-1-80	75
c) Marengo	All				70 @ 200 ft.		
d) Rockford	GVWR						
	>8000 lbs		86	90			
	Motorcycles		82	86			
	Other Vehicles		76	82			

A – After; B – Before;

Table 7 (Cont.)

LOCAL JURISDICTION NOISE REGULATIONS FOR SELF PROPELLED MOTOR VEHICLES

(All levels in dBA measured at 50 ft. unless noted otherwise)

Jurisdiction	Vehicle Type/Wt.	Operation				New Sales	
		Effective Date	<35 mph	>35 mph	Other	Date Mfg.	Max. Level
6. Massachusetts, Boston	GVWR >10,000 lbs					1-1-70	88
						1-1-73	86
						1-1-75	84
						1-1-80	75
	<10,000 lbs					1-1-70	86
						1-1-73	84
						1-1-75	80
						1-1-80	75
	Motorcycles					1-1-70	88
						1-1-73	86
						1-1-75	84
						1-1-80	75
7. Michigan, a) Birmingham	>10,000 lbs	B7-1-78	86	90			
		A7-1-78	82	86			
	Motorcycle	B7-1-78	82	86			
		A7-1-78	78	82			
	Other Vehicles	B7-1-78	76	82			
		A7-1-78	70	79			
b) Grand Rapids	>10,000 lbs	B7-1-73	88	90		B7-1-73	88
		A7-1-73	86	90		A7-1-73	86
						A1-1-75	84
						A1-1-80	75
	Motorcycles	B7-1-78	82	86		B7-1-73	88
		A7-1-78	78	82		A7-1-73	86
						A1-1-75	84
						A1-1-80	75
	Other Vehicles	B7-1-78	78	82		B7-1-73	86
		A7-1-78	73	79		A7-1-73	84
						A1-1-75	80
						A1-1-80	75

A – After B – Before

Table 7 (Cont.)

LOCAL JURISDICTION NOISE REGULATIONS FOR SELF PROPELLED MOTOR VEHICLES

(All levels in dBA measured at 50 ft. unless noted otherwise)

Jurisdiction	Vehicle Type/Wt.	Effective Date	Operation <35 mph	Operation >35 mph	Operation Other	New Sales Date Mfg.	New Sales Max. Level
7. Michigan (Cont.) c) Kalamazoo	>10,000 lbs <10,000 lbs Passenger Cars Motorcycles				82 74 74 82		
8. Minnesota, Minneapolis	>12,000 lbs	A1-1-72 ↓ B1-31-72 A1-1-74 A1-1-77 <12,000 lbs	D 86 E 84 N 73 D 84 N 73 D 75 E 67 N 65 	86 ↓ 84 ↓ 75 ↓ 73* @ 35 65* @ 35	 *levels specified by speed		
9. Missouri, Kansas City	>8000 lbs Motorcycle Passenger Car					12-31-73 12-31-71 12-31-73 12-31-71 12-31-73	86 92 86 86 82
10. Nebraska, Lincoln	>8000 lbs Motorcycle Other Vehicles		88 82 76	90 86 82			
11. New York, New York	>8000 lbs Motorcycles Other Vehicles	A9-1-72 A9-1-72 A1-1-78 A9-1-72 A1-1-78	86 82 78 76 70	90 86 82 82 79			
12. Utah, Salt Lake City	>10,000 lbs <10,000 lbs				88 ≤ 40 mph 80 ≤ 40 mph		

D – Day E – Evening N – Night A – After B – Before

Table 8

SUMMARY OF LOCAL JURISDICTIONS
WITH RECREATIONAL VEHICLE NOISE REGULATIONS

Community	Snowmobiles		Other Recreational Vehicles	
	Operation	Sales	Operation	Sales
Anchorage, Alaska	X	X	X	X
Boulder, Colorado	X		X	
Chicago, Illinois	X	X	X	X
Cook Co., Illinois	X	X	X	X
Kalamazoo, Michigan	X		X	
Grand Rapids, Michigan		X	X	X
Rockford, Illinois	X		X	
Salt Lake City, Utah		X		X
San Diego, California			X	
San Francisco, California	X		X	

Table 9

SUMMARY OF LOCAL JURISDICTION INTRUSIVE NOISE SOURCE REGULATIONS

(All levels in dBA unless noted otherwise)

Criteria / Jurisdiction	Noise Source Description	Operations: Max. Level	Operations: Meas. Dist.	New Sales: Eff/Mfg Date	New Sales: Accept. Level	Comments
1. Arizona, Tucson	H,W,C	70dBC	50 ft.			
2. California, a) Burbank	M/E	50 60 70 75				Residential–10 pm-7 am Residential–7 am-10 pm Commercial–anytime All Other–anytime
b) Downey	Outdoor E/E	< 5	P/L			Above Ambient
c) Inglewood	H,W,C, M/E	<90 < 5	300 ft. P/L			Above Ambient
d) San Diego	Outdoor E/E H, W,C Refuse Vehicle Refuse Vehicle Power Model Vehicle	<90 89 86 80 < 5	50 ft. 300 ft. 50 ft 50 ft.			10 sec. duration/10 min. A 12-31-73 A 12-31-77 Above Zoning Ambient
e) San Francisco	Refuse Vehicle Powe: Model Vehicle H,W,C	80 75 85 80 <75	50 ft. 50 ft. 50 ft. 50 ft. P/L			A 3-18-73 A 3-18-78 A 3-18-73 A 3-18-76
f) Torrance	H,W,C E/E; M/E	<90 < 5	300 ft. P/L			Above Ambient
3. Colorado, Lakewood	L/R/E	80	25 ft.			
4. Florida, a) Broward Co.	Outdoor E/E	80 75	25 ft. 25 ft.			Industrial Area Business/Commercial Prohibited Residential

H–Horns; W–Whistles; C–Claxons; M/E–Fans, Air Conditioners, Etc.; P/L–Property Line; E/E–Electronic Equipment; L/R/E–Light Residential Equipment

Table 9 (Cont.)

SUMMARY OF LOCAL JURISDICTION INTRUSIVE NOISE SOURCE REGULATIONS

(All levels in dBA unless noted otherwise)

Criteria / Jurisdiction	Noise Source Description	Operations		New Sales		Comments
		Max. Level	Meas. Dist.	Eff/Mfg Date	Accept. Level	
4. Florida (Cont.) b) Coral Gables	M/E	<60	15 ft.			Or 15 ft. from P/L
c) Hollywood	M/E	<60	P/L or 15 ft.			Whichever is greater
5. Illinois, a) Chicago	L/R/E		50 ft. 50 ft. 50 ft.	A 1-1-72 A 1-175 A 1-1-78	74 70 65	
b) Cook County	L/R/E		50 ft. 50 ft. 50 ft.	B 1-1-75 A 1-1-75 A 1-1-78	74 70 65	
c) Marengo	M/E M/E H E/E	< 5 < 5dB <89 <15 <50	300 ft. P/L			Above Ambient Any Octave Band re Amb. Above Ambient Radio/TV in Residential Z.
6. Indiana, Indianapolis	E/E	<100 dBC				
7. Massachusetts, Boston	L/R/E		50 ft.	A 1-1-72 A 1-1-75 A 1-1-78	74 70 65	
8. Michigan, Grand Rapids	L/R/E		50 ft. 50 ft. 50 ft.	A 7-1-73 A 1-1-75 A 1-1-80	88 86 80	

H–Horns; M/E–Fans, Air Conditioners, Etc.; P/L–Property Line; E/E–Electronic Equipment; L/R/E–Light Residential Equipment

Table 9 (Cont.)

SUMMARY OF LOCAL JURISDICTION INTRUSIVE NOISE SOURCE REGULATIONS

(All levels in dBA unless noted otherwise)

Criteria / Jurisdiction	Noise Source Description	Operations Max. Level	Operations Meas. Dist.	New Sales Eff/Mfg Date	New Sales Accept. Level	Comments
9. New York, New York City	H,W,C	75	25 ft.	1974	75	
	Emerg. Vehicles	90	50 ft.			
	M/E	45	3 ft.			Inside nearest open window of dwelling affected
	Refuse Vehicle		10 ft.	A 12-31-74	70	
10. Utah, Salt Lake City	L/R/E		50 ft.	A 1-1-73	74	
			50 ft.	A 1-1-75	70	
			50 ft.	A 1-1-78	65	
	H,W,C	<90	50 ft.			Unless danger signal
11. Wisconsin, a) Madison	L/R/E < 5hp	70	50 ft.			
	L/R/E – 5-20hp	78	50 ft.			
	L/R/E > 20hp	88	50 ft.			
b) Milwaukee	M/E (Air Cond. in Residential Area)	D 60.5 N 60.5				Specified inoctave bands Violation if >5dB any band
c) Racine	Air Conditioning Residential Area	< 5				Over ambient in sleeping room of adjacent dwelling
	E/E	< 5				Above ambient in any adjacent dwelling

H–Horns; W–Whistles; C–Claxons; M/E–Fans, Air Conditioners, Etc.; E/E–Electronic Equipment; L/R/E–Light Residential Equipment; D–Day, N–Night

Table 10

SUMMARY OF LOCAL JURISDICTIONS WITH LAND USE REGULATIONS

Community	dBA	Octave Band	Other	Notes
Amarillo, Tex.		X		old octave band frequencies
Anaheim, Calif.	X			general regulation- not by zones
Baltimore, Md.	X			corrections for time duration
Bellevue, Wash.	X			
Boston, Mass.		X		
Broward Co., Fla.	X			
Colorado Springs, Colo.	X			
Columbia, S.C.		X		old octave band frequencies
Cook Co., Ill.	X	X		
Coral Gables, Fla.		X		
Chicago, Ill.	X	X		
Dayton, Ohio		X		
Fremont, Calif.			X	maximum levels in (20-300Hz, 300-2400, > 2400)
Grand Rapids, Mich.	X	X		
Honolulu, Hawaii		X		old octave band frequencies
Inglewood, Calif.	X			
Kansas City, Mo.		X		old octave band frequencies
Kalamazoo, Mich.	X			includes railroad right-of-way
Lakewood, Colo.			X	maximum levels in dB
Los Angeles, Calif.	X			
Las Vegas, Nev.			X	maximum levels in dB
Madison, Wisc.			X	maximum levels in dB
Mason Co., Wash.			X	maximum levels in dB
Miami, Fla.		X		old octave band frequencies

Table 10 (Cont.)

SUMMARY OF LOCAL JUISDICTIONS WITH LAND USE REGULATIONS

Community	dBA	Octave Band	Other	Notes
Milwaukee, Wisc.	X			
Minneapolis, Minn.	X			
New Orleans, La.		X		old octave band frequencies
Niskayuna, N.Y.			X	maximum level in dB
Oakland, Calif.	X			
Pawtucket, R.I.	X			
Pasadena, Calif.			X	maximum levels in dB; time corrections
Pontiac, Mich.			X	maximum levels in dB
Orlando, Fla.		X		old octave band frequencies
Racine, Wisc.			X	maximum levels in dB
Richland, Wash.		X		old octave band frequencies
Salt Lake City, Utah	X			corrections for time duration
San Diego, Calif.	X			
San Francisco Calif.	X			
Silverton, Ore.		X		old octave band frequencies
Springfield, Mass.		X		old octave band frequencies
Tacoma, Wash.		X		old octave band frequencies
Torrance, Calif.			X	maximum levels in dB
Warwick, R.I.		X		old octave band frequencies
Westland, Mich.			X	maximum levels in dB
Winston Salem, N.C.		X		old octave band frequencies
Virginia Beach, Va.		X		old octave band frequencies

TABLE 11

SUMMARY OF LOCAL JURISDICTIONS WITH CONSTRUCTION NOISE REGULATIONS

Community	Construction Site Regulation	Construction Equipment		Notes
		Operation	Sale	
Broward Co., Fla.	X			
Boston, Mass.			X	includes agricultural and commercial equipment
Chicago, Ill.			X	includes agricultural and commercial equipment
Cook Co., Ill.			X	includes agricultural and commerical equipment
Grand Rapids, Mich.			X	includes agricultural and commercial equipment
Des Plaines, Ill.			X	includes agricultural and commerical equipment
Lakewood, Calif.	X			uses industrial zoning levels
Madison, Wisc.		X		includes farm tractors
Minneapolis, Minn.	X			
New York, N.Y.		X	X	air compressors and paving breakers
Pasadena, Calif.	X			
Salt Lake City, Utah			X	includes agricultural and commerical equipment
San Diego, Calif.	X			
San Francisco, Calif.	X			exempts impact tools and emergency construction

MISCELLANEOUS NOISE REGULATIONS

Aspen, Colorado Boulder, Colorado	Specifies a limit of 80 dBA at 25 ft. from noise source or 25 ft from the property line on which the noise source is located.
Clifton, New Jersey	Any source of sound is in violation if it is more than 10 dB above the ambient in daytime (7 am to 10 pm) and 5 dB above the nighttime (10 pm to 7 am) ambient.
Glenville, New York	A source cannot exceed 70 dB at the property line
Indianapolis, Indiana	General limit of 115 dBC
Marengo, Illinois	Less than 70 dBA or 70 dB in any octave band within 200 ft. of a school, hospital, or church
Pocatello, Idaho	General regulation - less than 92 dBA at 20 ft.

Enclosed Places of Entertainment

Lakewood, California	8 hrs. – 90 dBA 6 hrs. – 92 dBA 4 hrs. – 95 dBA 3 hrs. – 97 dBA	2 hrs. – 100 dBA 1 hr. – 105 dBA 30 min. – 110 dBA 15 min. – 115 dBA
Salt Lake City, Utah	Less than 100 dBA or provide a warning sign.	